

## I. INTRODUCTION

A proper functional transportation system will provide the means for fast, convenient, and safe transportation of people and goods from one place to another. It is imperative that the system not only meet existing travel demands, but also that it provide for regional growth. This report documents the thoroughfare plan study for the Cities of Rockingham and Hamlet. Its objective is to provide a system of thoroughfares to serve the existing and future traffic needs of both communities for the next twenty-six years.

This report documents the data collection, mathematical modeling for trip generation and distribution, and projection of socio-economic data to the design year of 2020. The report also describes the procedures used to arrive at a recommended thoroughfare plan. It includes alternative plans, environmental impacts, capacity deficiencies, design year traffic volumes, and the recommended plan; as well as other modeled plans and strategies which help the end product to be as efficient, safe, environmentally acceptable, and economically sound as possible. Several published documents including: Annexation Study Rockingham (1977); Rockingham Community Facilities Plan and Public Involvement Program (1970); Rockingham Land Development Plan (1974); Rockingham Housing Element (1978); East Washington Street - Commercial Area Study (1976); Rockingham Community Appearance and Recreational Study (1976)); Hamlet Housing Element (1971); Hamlet Land Development Plan (1977); Hamlet Community Facilities Plan (1970); were used as a reference for establishing historical trends and development patterns for the planning area.

The proposed system of thoroughfares were developed following the basic principles of thoroughfare planning as described in Chapter 1 of the supplemental handout, "Generalized Chapters for Thoroughfare Plan Reports. Thoroughfares were located based upon field investigation, existing and anticipated land use and population distribution, and topographic conditions. The plan advocates those improvements which are felt to be essential for proper traffic circulation within the current planning period (1994-2020).

Initiative for plan implementation will rest largely with the policy boards and citizens of the area. The scope of highway needs throughout the State greatly outweigh the available funding. It is, therefore, necessary that the local areas aggressively pursue funding for desired projects.

The proposed thoroughfare plan is based on the anticipated growth of Rockingham and Hamlet, and the surrounding area as described in this report. It is possible that the actual growth patterns differ somewhat from those logically anticipated. As a result, it may be necessary to accelerate or retard the implementation of some portions of the plan and/or make revisions which will accommodate unexpected changes in urban development.